ORIGINAL TO GENERAL FILES

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 0006957, Coweta County
CSBRG-0006-00(957)
CR 130 over White Oak Creek-
Bridge Replacement

OFFICE Preconstruction

DATE April 21, 2009

FROM Genetha Rice-Singleton, Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT APPROVED REVISED PROJECT CONCEPT REPORT

Attached for your files is the approval for subject project.

Attachment

DISTRIBUTION:

Ron Wishon
Glenn Bowman
Ken Thompson
Michael Henry
Keith Golden
Thomas Howell
Paul Liles
David Millen
Bill Rountree
BOARD MEMBER

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE CSBRG-0006-00(957) Coweta County
P.I. No. 0006957
CR 130 over White Oak Creek

OFFICE Thomaston

DATE March 19, 2009

FROM Thomas B. Howell, P.E., District Engineer

TO Genetha Rice-Singleton, Assistant Director of Preconstruction

SUBJECT **REVISED PROJECT CONCEPT REPORT**

Attached is the original copy of the Revised Concept Report for your further handling and approval in accordance with the Plan Development Process (PDP).

The concept report was revised to address refinements made to the roadway and bridge geometry during preliminary design. Concept revisions include: adjustments to the typical section, decreased design speed, decreased bridge width, decreased project length, and the need for a design exception.

The Revised Concept Report as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Program (RTP) and/or the State Transportation Improvement Program (STIP).

3/30/2009
Date

Angela S. Alexander
State Transportation Planning Administrator

If additional information is needed, please contact Bill Rountree, P.E., District Design Engineer, at (706) 646-6990.

DBM:WJR:JWM

C: Angela Alexander, State Transportation Planning Administrator
Ron Wishon, Acting State Project Review Engineer
Glenn Bowman, State Environmental/Location Engineer
Keith Golden, State Traffic Safety and Design Engineer
Paul Liles, State Bridge Design Engineer
Johnny Quarles, Project Concept Review Engineer
OFM Concept Reports Mailbox
Concept Reports Mailbox
Thomas Howell, District Engineer
Lamar Pruitt, District Construction Engineer
Mike England, District Traffic Engineer
Kerry Gore, District Utilities Engineer
Ken Crabtree, Assistant District Construction Engineer
Michael Presley, District Traffic Operations Manager

Tom Queen, District Planning and Programming Engineer
Katherine Russett, NEPA/Environmental Analyst
Colandra Barron, Support Assistant

REVISED PROJECT CONCEPT REPORT

Need and Purpose: See attachment

Project Location:
The project location is approximately 3.5 miles northeast of Moreland and is not within any incorporated municipalities. This project is approximately 0.25 miles long. It extends from mile post 1.92 to 2.16 on County Route 130 (Cannon Road), 0.4 miles east of the intersection of CR 130 and CR 129 (Moore Road) in Coweta County. Termini for the project are based on the replacement of the bridge, guardrail, and required approach transitions to match existing conditions (See attached map).

Description of the proposed project:
The project will remove the restrictive load limits on CR 130 across White Oak Creek by replacing the structurally deficient bridge carrying CR 130 over White Oak Creek. Within the limits of the project, incremental improvements will be made to the roadway approaches in an effort to improve safety conditions associated with the vertical alignment and cross sectional deficiencies.

PDP Classification: Minor

Federal Oversight: Exempt

Functional Classification: Rural Local Road

U. S. Route Number(s): N/A **State Route Number(s):** N/A

Traffic (AADT):
Current Year: (2006) 400 Design Year: (2030) 800

Proposed features to be revised:
A revision is being requested due to the following changes to the project:

1. *Typical sections*: The approved typical section indicates a variable roadway shoulder width ranging from 3 ft to 8 ft. The revision proposes a 4 ft shoulder (2 ft paved and 2 ft grass) throughout the entire project. The revised shoulder width is consistent with the AASHTO 'Green Book' (*AASHTO* Policy on Geometric Design of Highways and Streets Exhibit 5-5) which allows for a minimum roadway width of 30 ft for rural local roads. The proposed typical section revision is also consistent with Chapter 6 (Cross Section Elements) of the GDOT Design Policy Manual for local roads with ADT greater than 400 vpd. The revised typical section is 32 ft wide roadway consisting of two 12 ft lanes with 4 ft shoulders (2 ft paved and 2 ft grassed) on the outside of each travel lane.

2. *Design Speed Mainline:* The approved concept report defines an existing posted speed of 55 mph. On March 21, 2008, by resolution of the Coweta County Board of Commissioners the speed limit on CR 130 within the project limits was down posted to 45 mph. (see attached correspondence).

3. *Structures:*
   - *Bridges:* The approved concept report proposed a 32 ft wide bridge (gutter to gutter). The revision proposes a 30 ft wide bridge (gutter to gutter). In anticipation of expected growth in the area surrounding the proposed bridge replacement, Coweta County initially requested a 32 ft wide bridge during the concept development stage. Since the initial request for the 32 ft wide bridge by the county, the county has requested that project cost-containment measures be evaluated. In an effort to contain project costs and based on the design speed and design year ADT, TOPPS 4265-9 requires a minimum bridge clear distance (gutter to gutter) of 30 ft.

4. *Project Length:* The original concept report describes the project limits beginning at mile post 1.84 and ending at mile post 2.24 with a total project length of 0.4 miles. Due to refinements of the proposed vertical geometry after approval of the concept report, the revision proposes to begin the project at mile post 1.92 and end at mile post 2.16 with a total project length of 0.25 miles.

5. *Design Exceptions:*

	UNDETERMINED	YES	NO
HORIZONTAL ALIGNMENT:	( )	(X)	( )
SUPERELEVATION RATES:	( )	(X)	( )

The east end of the project terminates within an existing 515 ft radius horizontal curve. The existing curve does not meet the 643 ft AASHTO minimum radius for horizontal curves (*AASHTO* Policy on Geometric Design of Highways and Streets Exhibit 3-15). A Design Exception is required for the horizontal alignment and the superelevation rates associated with the horizontal curve at the eastern limit of the project.

Describe the revised features to be approved:

1. *Typical sections*: The typical section has been revised to provide a 32 ft cross sectional width. See the attached typical section.
2. *Design Speed Mainline:* On March 21, 2008 the project sponsor, Coweta County resolved to reduce the posted speed from 55 mph to 45 mph on CR 130/Cannon Road within the project limits. The design speed is in accordance with 45mph.
3. *Structures: Based on TOPPS 4265-9* the proposed bridge width has been reduced to 30 ft.
4. *Project Length:* The project length was decreased based on a refined vertical alignment.
5. *Design Exceptions:* See the attached Design Exception Report.

Updated traffic data (AADT):
Current Year: (2006) 400 Design Year: (2030) 800

Programmed/Schedule:
P.E. 2006 R/W: 02/26/2009 Construction: 10/16/2009

VE Study Required Yes( ) No(X)

Revised Cost Estimate: See attachment

Is the project located in a Non-attainment area?
Yes, but this is a bridge replacement project and is exempt from non-attainment requirements.

Recommendation: Our recommendation is that the proposed revision to the concept be approved for implementation.

Attachments:

1.) Need and Purpose
2.) Location Map
3.) Typical Sections
4.) Correspondence-Coweta County
5.) Cost Estimate

Concur: _____
Director of Preconstruction

Approve: _____
Chief Engineer

NEED AND PURPOSE STATEMENT
CSBRG-0006-00(957), COWETA COUNTY
P.I. NUMBER 0006957
C.R. 130 (CANNON ROAD) OVER WHITE OAK CREEK

Bridge project CSBRG-0006-00(957), Coweta County, P.I. No. 0006957 proposes to replace the structurally deficient bridge carrying County Road 130 (Cannon Road) over White Oak Creek approximately 3.5 miles northeast of Moreland in Coweta County. The project is included as a bridge replacement project in the 2030 Regional Transportation Plan (RTP) and FY 2006-2011 Transportation Improvement Program (TIP). The total project length is approximately 0.4 miles (from milepost 1.84 to milepost 2.24) consisting of bridge replacement and construction of adequate approaches from both directions. The bridge is located approximately 0.4 miles east of the intersection of CR 130 and CR 129 (Moore Road). As currently programmed the project is locally-sponsored by Coweta County with an anticipated construction date of 2010.

CR 130 is an east-west county road functionally classified as a rural local road. CR 130 provides connectivity between Moore Road (CR 129) to the west and Tope Road (CR 134) to the east. The environs within the immediate project limits are of a rural character with land uses generally being a combination of single-family residential or undeveloped, wooded properties. There are no commercial land uses within the CR 130 corridor. Given the rural, undeveloped nature of the area surrounding the bridge, it is unlikely that the bridge will experience, or be influenced by, a significant increase in commercial, residential, and industrial development.

CR 130 is currently a two-lane roadway with a posted speed of 55 mph. Cannon Road is a local school bus route. It is not a designated state or county bicycle route. Traffic data was collected in 2006, which will be the base year for the project. The Estimated Time of Completion (ETC) was forecasted to 2010. From the 2010 ETC, the design year was forecasted ahead 20 years to 2030. The existing AADT is 350, the ETC AADT is forecasted to be 400, and ETC+20 is forecasted to be 800. The two lane cross-section provides adequate capacity for the existing and forecasted traffic volumes. Currently, the average percentage of truck traffic is 12%.

Historical accident records from the Office of Traffic Safety and Design indicate one accident with one injury and no fatalities on CR 130. The accident occurred at milepost 2.11 in the curve east of the existing bridge, which is located at milepost 2.04. Records indicate the vehicle left the roadway while negotiating the curve.

The bridge carrying CR 130 over White Oak Creek was built in 1960 and consists of nine 20-ft continuous steel beam spans supported on timber pile bents. According to the Department's Bridge Maintenance records, the bridge has a sufficiency rating of 26.24 with advanced rot and deterioration of the timber bent caps and lateral bracing. The steel beams, bearing assemblies, and deck plates throughout the structure exhibit signs of corrosion. This structure has posted gross load limit of 10 tons due to the low original

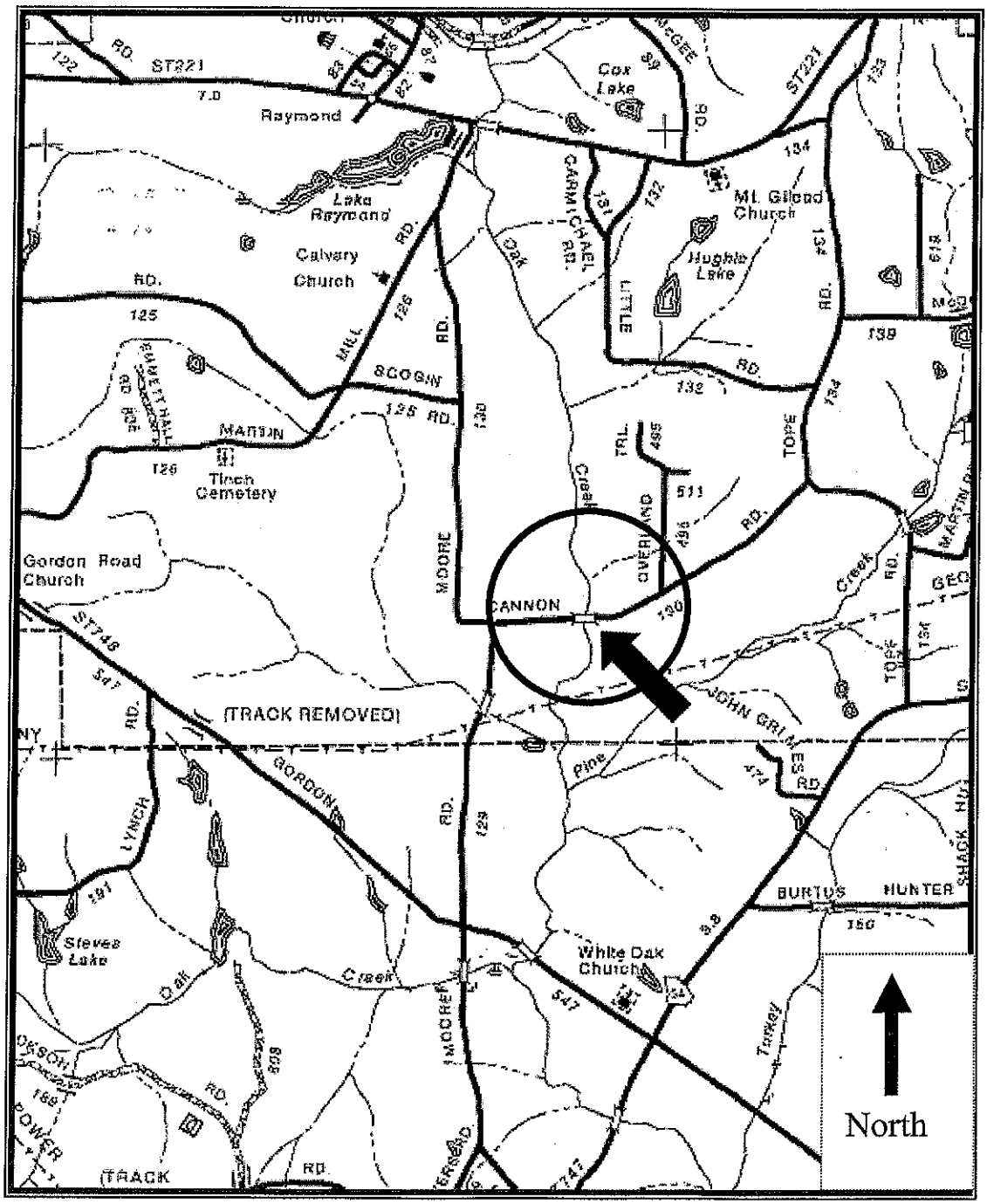
design capacity of the structure. Maintenance efforts on the bridge include the replacement of rotten timber caps and piles. The Bridge Inventory Data Listing is attached. The Office of Bridge Maintenance has determined that any structure with a sufficiency rating less than 50 should be replaced rather than rehabilitated. The existing bridge has posted load limits (the Bridge Inventory Data Listing is attached). The sag vertical curve geometry on the west approach does not meet AASHTO requirements for stopping sight distance.

The project is necessary to remove an existing deficient structure with posted load limits and replace it with a structurally adequate bridge capable of carrying CR 130 over White Oak Creek without posted load restrictions. The replacement structure and approach geometry will also be upgraded to address sight distance and cross-sectional deficiencies. The replacement structure will be lengthened to improve the bridge hydraulics by lowering the channel velocity and backwater during the design year storm. The purpose of the proposed project is to provide a structurally sound bridge which meets minimum bridge width and bridge hydraulic design criteria. The approaches will be improved to be consistent with current AASHTO geometric design standards.

This project will be consistent with Executive Order 12898 as it pertains to environmental justice. The project will include 1) feasible and prudent design decisions to avoid, minimize and/or mitigate adverse human health and environmental effects, including social and economic effects, 2) the design development process will provide opportunities for full and fair public participation of potentially effected individuals or groups of individuals, and 3) the process will not discriminate against any individual or group of individuals in the receipt of benefits.

PROJECT LOCATION MAP

Project: CSBRG-0006-00(957) Coweta County **PI No.:** 0006957
Description: CR 130 (Cannon Road) over White Oak Creek



COUNTY	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
COWETA	CSBRG-0006-00195(1)		

ALLOWABLE RANGES TABLE

FOR THIS PROJECT, CROSS SLOPES THAT ARE ADJUSTED TO "BEST FIT" EXISTING PAVEMENT SLOPES ARE SUBJECT TO THE FOLLOWING LIMITS:

A. NORMAL CROWN

SECTION WITH GRADES 0.5% OR GREATER	SECTION WITH GRADES LESS THAN 0.5%
0.0150 FT/FT - MINIMUM 0.0206 FT/FT - DESIRABLE 0.0250 FT/FT - MAXIMUM	0.0156 FT/FT - MINIMUM 0.0206 FT/FT - DESIRABLE 0.0300 FT/FT - MAXIMUM

B. SUPERELEVATION RATE
S.E. RATE SHOWN ON PLANS OR S.E. RATE EXISTING IN FIELD, WHICHEVER IS GREATER.

C. SUPERELEVATION TRANSITION LENGTH
(LENGTH FROM FLAT POINT TO FULL SE)

	RATE OF CHANGE	CORRESPONDING DIFFERENCE IN GRADE BETWEEN PIVOT POINT AND EDGE OF PAVEMENT
MINIMUM	1:150	0.67%
DESIRABLE	1:200	0.50%
MAXIMUM	1:300	0.33%

LENGTH SHALL BE SET TO AVOID CREATING A FLAT GUTTER GRADE OR LOW SIDE AND TO AVOID FLAT CROSS SLOPES AT OR NEAR THE LOW POINT OF VERTICAL CURVES.

D. POSITIONING OF SUPERELEVATION TRANSITION LENGTH ON SIMPLE CURVES
50% OF TRANSITION INSIDE CURVE - MINIMUM
33% OF TRANSITION INSIDE CURVE - DESIRABLE
20% OF TRANSITION INSIDE CURVE - MINIMUM

NOTE: CROWN WIPE-OUT SHALL BE AT THE SAME RATE AS THE SE TRANSITION.

E. SMOOTHING OF BREAKS IN EDGE PROFILE AT BEGIN AND END OF TRANSITION SHALL BE ACCOMPLISHED BY VERTICAL CURVE WITH A MINIMUM LENGTH (IN FEET) EQUAL TO THE SPEED DESIGN (IN MPH).

SUPERELEVATION SLOPE RATE

△ SLOPE AS FOLLOWS
□ SLOPE AS FOLLOWS

SE	□ SLOPE	△ SLOPE
-6.00	-6.00	0.00
-5.00	-5.00	-2.00
NC	-5.00	-5.00
+5.00	-5.00	+2.00
+6.00	0.00	+6.00

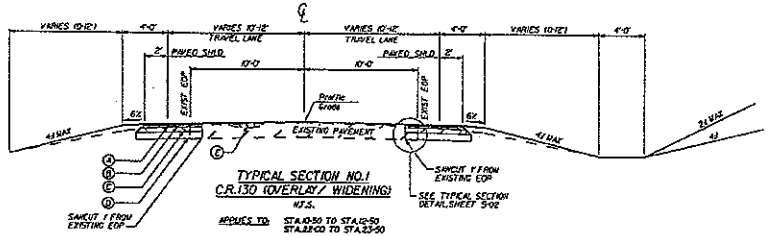
SLOPE CONTROLS

SLOPE	DEPTH OF CUT/FILL
4:1	0' TO 10'
* 2:1	10' OR GREATER

* REQUIRES GUARDRAIL

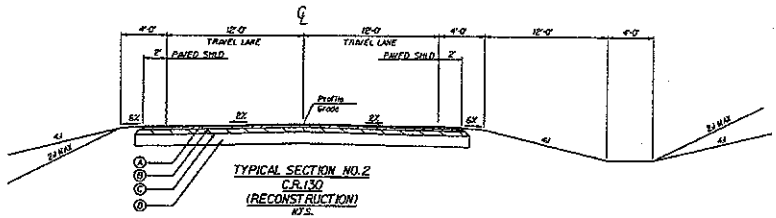
REQUIRED PAVEMENT

(A) RECYCLED ASPH CONC 9.5 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MAT'L & H LIME (135 LB/SY)
(B) RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MAT'L & H LIME (220 LB/SY)
(C) RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MAT'L & H LIME (880 LB/SY)
(D) GR. AGGR. (BASE CRS, 12" INCH), INCL MAT'L
(E) RECYCLED ASPH CONC LEVELING, INCL BITUM MAT'L & H LIME (AS DIRECTED BY ENGINEER)



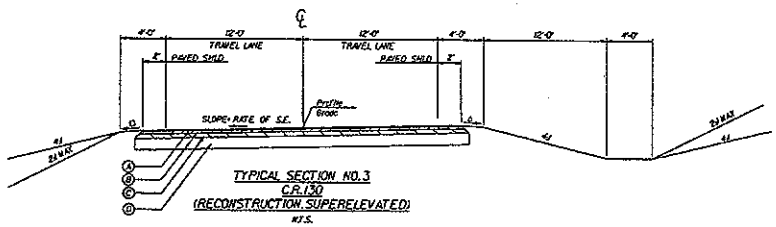
TYPICAL SECTION NO.1
C.R.130 (OVERLAY / WIDENING)
N.T.S.

APPLIES TO: STA.10+50 TO STA.12+50
STA.22+00 TO STA.23+50



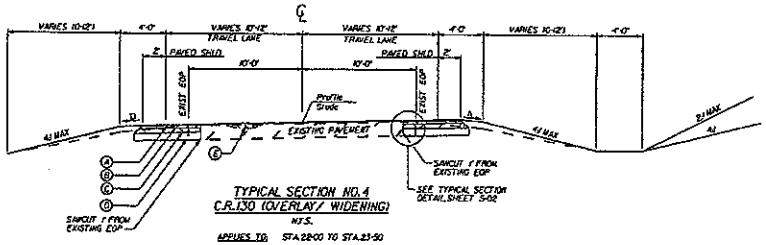
TYPICAL SECTION NO.2
C.R.130
(RECONSTRUCTION)
N.T.S.

APPLIES TO: STA.12+50 TO STA.15+50
STA.18+35.50 TO STA.20+90



TYPICAL SECTION NO.3
C.R.130
(RECONSTRUCTION SUPERELEVATED)
N.T.S.

APPLIES TO: STA.20+90 TO STA.22+00



TYPICAL SECTION NO.4
C.R.130 (OVERLAY / WIDENING)
N.T.S.

APPLIES TO: STA.22+00 TO STA.23+50

CHA
270 Peachtree St. NW, Suite 1500 • Atlanta, GA 30303-1283
Main: (678) 554-8000 • www.chacompanies.com

REVISION DATES		

GEORGIA
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

CANNON ROAD OVER
WHITE OAK CREEK

DRAWING NO. 5-01

Coweta County Development and Engineering

Wayne Kennedy, Director
21 East Washington St.
Newnan, Ga. 30263
770-254-3775 770-683-2014 fax
Transportation & R/W 770-683-2300
Email: trans-rw@coweta.ga.us

March 21, 2008

Mr. Tom Karis, P.E., Partner
Clough Harbour & Associates LLP
1800 Peachtree Street, NW
Atlanta, Georgia 30309-2518

RE: Cannon Road over White Oak Creek
Speed Limit Reduction Zone

Dear Mr. Karis:

In the PFPR meeting on the above referenced project, it was identified that the alignment of the existing roadway through this project did not meet the design requirements for a speed design of 55 MPH but rather a 45 MPH speed design.

In their regular meeting of March 18, 2008, the Board of Commissioners voted to establish a speed limit zone of 45 MPH beginning at the intersection of Moore Road and extending to a point approximately 700 feet beyond White Oak Creek. This should meet the requirements of the existing roadway.

Please make the necessary changes in the project to accommodate this change, and should you have any questions, feel free to call at your convenience.

Sincerely,

Wayne Kennedy

rwa

Cc: Bill Rountree, District Design Engineer
GDOT-District Three
115 Transportation Blvd.
Thomaston, Georgia 30286
Chris Edmondson, Project Manager
Clough Harbour & Associates LLP
1800 Peachtree St. NW
Atlanta, Georgia 30309-2518
Bill Cawthorne, Public Works Director
File

Summary of Costs

Project P.I. No.0006957

Subtotal Construction Cost		$1,485,747.50
• Engineering & Inspection	5%	$74,287.37
• Construction Contingency	5%	$78,001.74
• Total Fuel Adjustment		$44,316.89
• Total Liquid AC Adjustment		$18,444.50
Total Construction Cost		**$1,700,797.50**
• Right-of-Way	Local	$71,500
• Reimbursable Utilities	Local	$150,000
Total Project Cost		**$1,922,297.50**

167-1000	2	EA	1200.00	WATER QUALITY MONITORING AND SAMPLING	2400.00
167-1500	12	MO	1000.00	WATER QUALITY INSPECTIONS	12000.00
171-0020	700	LF	3.50	TEMPORARY SILT FENCE, TYPE B	2450.00
171-0030	3000	LF	5.00	TEMPORARY SILT FENCE, TYPE C	15000.00
				Section Sub Total:	**$70,362.50**

Section PERMANENT EROSION CONTROL

Item Number	Quantity	Units	Unit Price	Item Description	Cost
603-2180	80	SY	50.00	STN DUMPED RIP RAP, TP 3, 12 IN	4000.00
603-7000	60	SY	5.50	PLASTIC FILTER FABRIC	330.00
700-6910	2	AC	1100.00	PERMANENT GRASSING	2200.00
700-7000	6	TN	65.00	AGRICULTURAL LIME	390.00
700-7010	5	GL	25.00	LIQUID LIME	125.00
700-8000	2	TN	315.00	FERTILIZER MIXED GRADE	630.00
700-8100	100	LB	2.75	FERTILIZER NITROGEN CONTENT	275.00
716-2000	3700	SY	1.50	EROSION CONTROL MATS, SLOPES	5550.00
				Section Sub Total:	**$13,500.00**

Section SIGNING & MARKING

Item Number	Quantity	Units	Unit Price	Item Description	Cost
636-1033	18	SF	25.00	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 9	450.00
636-2070	17	LF	10.00	GALV STEEL POSTS, TP 7	170.00
653-1501	2600	LF	0.80	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	2080.00
653-1502	2600	LF	0.80	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	2080.00
654-1001	34	EA	4.75	RAISED PVMT MARKERS TP 1	161.50
				Section Sub Total:	**$4,941.50**

Section TRAFFIC CONTROL

Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1	Lump Sum	50000.00	TRAFFIC CONTROL -	50000.00
				Section Sub Total:	**$50,000.00**

Section EARTHWORK

Item Number	Quantity	Units	Unit Price	Item Description	Cost
210-0100	1	Lump Sum	160000.00	GRADING COMPLETE	160000.00
				Section Sub Total:	**$160,000.00**

Section BRIDGE

Item Number	Quantity	Units	Unit Price	Item Description	Cost
540-1101	1	Lump Sum	150000.00	REMOVAL OF EXISTING BR, STA NO	150000.00
543-9000	1	Lump Sum	678000.00	CONSTRUCTION OF BRIDGE COMPLETE	678000.00
				Section Sub Total:	**$828,000.00**

Total Estimated Cost: $1,485,747.50

Subtotal Construction Cost $1,485,747.50

~~E&C Rate 10.0 % $148,574.75~~

Inflation Rate 0.0 % @ 0 Years $0.00

Date 4/8/2009

P.I. Number 0006957' County Coweta

Project Number CSBRG-0006-00(957) Coweta

Special Provision, Section 109-Measurement and Payment

FUEL PRICE ADJUSTMENT (*ENGLISH 125% MAX)*

ENTER FPL DIESEL	2.91
ENTER FPM DIESEL	6.548

ENTER FPL UNLEADED	1.926
ENTER FPM UNLEADED	4.3335

http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx

INCREASE ADJUSTMENT
125.00%

INCREASE ADJUSTMENT
125.00%

ROADWAY ITEMS	QUANTITY	DIESEL FACTOR	GALLONS DIESEL	UNLEADED FACTOR	GALLONS UNLEADED	REMARKS
Excavations paid as specified by Sections 205 **(CUBIC YARD)**		0.29		0.15		
Excavations paid as specified by Sections 206 **(CUBIC YARD)**		0.29		0.15		
GAB paid as specified by the ton under Section 310 **(TON)**	1700.000	0.29	493.00	0.24	408.00	
Hot Mix Asphalt paid as specified by the ton under Sections 400 **(TON)**		2.90		0.71		
Hot Mix Asphalt paid as specified by the ton under Sections 402 **(TON)**	1825.000	2.90	5292.50	0.71	1295.75	
PCC Pavement paid as specified by the square yard under Section 430 **(SY)**		0.25		0.20		

BRIDGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS
Bridge Excavation (CY) Section 211				8.00		1.50		
Class __Concrete (CY) Section 500	68.00	481.65	32.7522	8.00	262.02	1.50	49.13	class AA concrete
Class __Concrete (CY) Section 500				8.00		1.50		
Class __Concrete (CY) Section 500				8.00		1.50		
Superstru Con Class__(CY) Section 500	1.00	175,995.00	175.9950	8.00	1407.96	1.50	263.99	
Superstru Con Class__(CY) Section 500				8.00		1.50		
Superstru Con Class__(CY) Section 500				8.00		1.50		
Concrete Handrail (LF) Section 500				8.00		1.50		
Concrete Barrier (LF) Section 500	516.00	43.04	22.2086	8.00	177.67	1.50	33.31	

BRIDGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS
Stru Steel Plan Quantity (LB) Section 501				8.00		1.50		
Stru Steel Plan Quantity (LB) Section 501				8.00		1.50		
PSC Beams_____ (LF) Section 507	1304.00	148.45	193.5788	8.00	1548.63	1.50	290.37	
PSC Beams_____ (LF) Section 507				8.00		1.50		
PSC Beams_____ (LF) Section 507				8.00		1.50		
Stru Reinf Plan Quantity(LB) Section 511	1.00	62,314.00	62.3140	8.00	498.51	1.50	93.47	
Stru Reinf Plan Quantity(LB) Section 511				8.00		1.50		
Bar Reinf Steel (LB) Section 511	12448.00	0.90	11.2032	8.00	89.63	1.50	16.80	
Piling___inch (LF) Section 520	410.00	57.72	23.6652	8.00	189.32	1.50	35.50	HP 12 X 53
Piling___inch (LF) Section 520				8.00		1.50		
Piling___inch (LF) Section 520				8.00		1.50		
Piling___inch (LF) Section 520				8.00		1.50		
Piling___inch (LF) Section 520				8.00		1.50		
Piling___inch (LF) Section 520				8.00		1.50		
Drilled Caisson,___ (LF) Section 524	139.00	1,310.35	182.1387	8.00	1457.11	1.50	273.21	
Drilled Caisson,___ (LF) Section 524				8.00		1.50		
Drilled Caisson,___ (LF) Section 524				8.00		1.50		
Pile Encasement,___(LF) Section 547				8.00		1.50		
Pile Encasement,___(LF) Section 547				8.00		1.50		

SUM QF DIESEL=	11416.35	SUM QF UNLEADED=	2759.53

DIESEL PRICE ADJUSTMENT($)	$38,204.80
UNLEADED PRICE ADJUSTMENT($)	$6,112.09

ASPHALT CEMENT PRICE ADJUSTMENT
(BITUMINOUS TACK COAT 125% MAX)

APPLICABLE TO CONTRACTS/PROJECTS CONTAINING THE 413 SPECIFICATION, SECTION 413.5.01 ADJUSTMENTS ASPHALT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT

http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx

ENTER APL 355 **ENTER APM** 798.75

125.00%	INCREASE ADJUSTMENT

L.I.N.	TYPE	TACK (GALLONS)	TACK (TONS)	REMARKS
413-100		360	1.5462	

TMT = 1.5462

PRICE ADJUSTMENT($)	$658.70

400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT 125% MAX

ENTER APL 355 **ENTER APM** 798.75

http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx

125.00%	INCREASE ADJUSTMENT

L.I.N. / Spec Number	MIX TYPE	HMA	JMF AC%	AC	REMARKS
402-1812	4.75 mm	75	5.00	3.75	
402-3110	9.5 mm SP	290	5.00	14.50	
402-3121	25 mm SP	110	5.00	5.50	
402-3190	19 mm SP	360	5.00	18.00	
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			TMT =	41.75	

PRICE ADJUSTMENT($)	$17,785.50

ASPHALT CEMENT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT(Surface Treatment 125% MAX)

APPLICABLE TO CONTRACTS CONTAINING THE 413 SPEC. SECTION 413.5.01 ADJUSTMENTS ASPHALT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT

http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx

ENTER APL [ ] ENTER APM [ ]

MISSING APL OR APM	MISSING APL OR APM

Use this side for Asphalt Emulsion Only

L.I.N.	TYPE	ASPHALT EMULSION (GALLONS)

TMT = [ ]

REMARKS:

Use this side for Asphalt Cement Only

L.I.N.	TYPE	TACK (GALLONS)

TMT = [ ]

REMARKS:

MONTHLY PRICE ADJUSTMENT($)	MISSING APL OR APM

ADJUSTMENT SUMMARY

FUEL PRICE ADJUSTMENT (*ENGLISH 125% MAX*)

DIESEL PRICE ADJUSTMENT($)	$38,204.80
UNLEADED PRICE ADJUSTMENT($)	$6,112.09
ASPHALT CEMENT PRICE ADJUSTMENT (BITUMINOUS TACK COAT 125% MAX)	$658.70
400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT 125% MAX	$17,785.50
ASPHALT CEMENT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT(Surface Treatment 125% MAX)	MISSING APL OR APM

REMARKS:

TOTAL ADJUSTMENTS	$62,761.09

DWM 10/08

Estimate Report for file "PI #0006957 (CANNON RD OVER WHITE OAK CR)"

Section BASE & PAVING

Item Number	Quantity	Units	Unit Price	Item Description	Cost
310-5040	292	SY	15.00	GR AGGR BASE CRS, 4 INCH, INCL MATL	4380.00
310-5120	2471	SY	25.00	GR AGGR BASE CRS, 12 INCH, INCL MATL	61775.00
318-3000	75	TN	30.00	AGGR SURF CRS	2250.00
402-1812	75	TN	95.00	RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LIME	7125.00
402-3110	284	TN	95.00	RECYCLED ASPH CONC 9.5 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	26980.00
402-3121	1087	TN	95.00	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	103265.00
402-3190	353	TN	95.00	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2,INCL BITUM MATL & H LIME	33535.00
413-1000	354	GL	2.75	BITUM TACK COAT	973.50
444-2000	700	LF	12.00	SAWED JOINTS IN EXIST PAVEMENTS - ASPHALT	8400.00
				Section Sub Total:	**$248,683.50**

Section CONCRETE

Item Number	Quantity	Units	Unit Price	Item Description	Cost
433-1000	204	SY	180.00	REINF CONC APPROACH SLAB	36720.00
441-0014	152	SY	45.00	DRIVEWAY CONCRETE, 4 IN TK	6840.00
				Section Sub Total:	**$43,560.00**

Section DRAINAGE

Item Number	Quantity	Units	Unit Price	Item Description	Cost
441-0303	2	EA	2400.00	CONC SPILLWAY, TP 3	4800.00
550-2180	307	LF	45.00	SIDE DRAIN PIPE, 18 IN, H 1-10	13815.00
550-3418	5	EA	700.00	SAFETY END SECTION 18 IN, SIDE DRAIN, 4:1 SLOPE	3500.00
550-3618	5	EA	700.00	SAFETY END SECTION 18 IN, SIDE DRAIN, 6:1 SLOPE	3500.00
550-4118	4	EA	475.00	FLARED END SECTION 18 IN, SIDE DRAIN	1900.00
				Section Sub Total:	**$27,515.00**

Section MISCELLANEOUS

Item Number	Quantity	Units	Unit Price	Item Description	Cost
634-1200	32	EA	120.00	RIGHT OF WAY MARKERS	3840.00
641-1100	83	LF	65.00	GUARDRAIL, TP T	5395.00
641-1200	856	LF	25.00	GUARDRAIL, TP W	21400.00
641-5001	3	EA	750.00	GUARDRAIL ANCHORAGE, TP 1	2250.00
641-5012	3	EA	2100.00	GUARDRAIL ANCHORAGE, TP 12	6300.00
				Section Sub Total:	**$39,185.00**

Section TEMPORARY EROSION CONTROL

Item Number	Quantity	Units	Unit Price	Item Description	Cost
163-0232	2	AC	800.00	TEMPORARY GRASSING	1600.00
163-0240	45	TN	300.00	MULCH	13500.00
163-0300	2	EA	2000.00	CONSTRUCTION EXIT	4000.00
163-0520	280	LF	20.00	CONSTRUCT AND REMOVE TEMPORARY PIPE SLOPE DRAIN	5600.00
163-0523	26	EA	200.00	CONSTRUCT AND REMOVE TEMPORARY DITCH CHECKS - TYPE C SILT FENCE	5200.00
165-0020	350	LF	1.75	MAINTENANCE OF TEMPORARY SILT FENCE, TP B	612.50
165-0030	1500	LF	2.00	MAINTENANCE OF TEMPORARY SILT FENCE, TP C	3000.00
165-0040	26	EA	140.00	MAINTENANCE OF EROSION CONTROL CHECKDAMS/DITCH CHECKS	3640.00
165-0101	2	EA	680.00	MAINTENANCE OF CONSTRUCTION EXIT	1360.00